

# Route 67 News



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## Right-Of-Way Offers Made Right Away

MoDOT's right-of-way team has been very busy making offers to property owners to prepare for the Route 67 improvements.

In addition to property owners along Route 67, MoDOT must also negotiate with the federal government. The U.S. Forest Service owns 135 acres necessary for the improvements and the U.S. Army Corps of Engineers holds 180 of the needed acres.

While the Forest Service and the Corps own about half of the property needed for the improvements, right-of-way agents still must contact nearly 300 property owners.

"It can be a slow process," says Right-of-Way Manager Sherry Glastetter. "We're working as quickly as possible to contact property owners as the right-of-way information comes to us."

For any right-of-way questions, please contact MoDOT's right-of-way office at (573) 472-5345 or toll-free at 1-888-ASK-MODOT (1-888-275-6636).

## Other News Of Note ...

**Corps Money Moves Forward**--The U.S. Army Corps of Engineers has pledged \$28 million in funding for the Route 67 upgrade to four lanes. But as with any government agency, legal papers must first be completed. The Corps reported at a recent meeting that the first step in the process has been accomplished, with the Corps signing off on the first part of the funding agreement.

**Homes Of A Different Kind On Route 67**--MoDOT's threatened and endangered species staff has recently completed a survey of the trees in the area where the additional lanes will be constructed. The team marked trees that serve as a habitat for bats, which should be avoided during construction. MoDOT works with the U.S. Forest Service on each project to ensure it complies with federal laws protecting threatened and endangered species and the places they live.

**Progress Update**--Each of the entities involved in the projects recently got together. MoDOT, the Route 67 Corporation, U.S. Army Corps of Engineers, and the U.S. Forest Service met in November to keep the lines of communication open. MoDOT met with the public and property owners in Wayne County on Dec. 19 to get feedback on improvements there. For more on this, see the article on page 2.

## Existing Route 67 Lanes Face A Future Like New Again

MoDOT is working on plans to construct two additional lanes to upgrade Route 67 to a four-lane roadway from just north of Poplar Bluff to Cherokee Pass in Madison County. But what about the existing lanes?

"The existing lanes will be used as the southbound lanes in some sections, as the northbound lanes in others, and in some instances, will be removed completely. Improvements will be made to the existing lanes which will be used as part of the four-lane improvement," says Project Manager Eric Krapf.

The project team is looking at smoothing out the existing lanes so there isn't a major difference between future northbound and southbound lanes. A simple resurfacing project should be a piece of cake for the highway department, but Krapf says this particular project poses some serious challenges.

"If you think about the number of projects that will be ongoing in that area all at the same time to make improvements to Route 67, it will present some problems. We want to minimize the number of contractors working at once, so they won't be getting in each other's way, and we also want to be mindful of the materials necessary for all the improvements," Krapf says.

With multiple phases of the improvements likely occurring at the same time, each of the project teams responsible for a particular phase as well as Resident Engineer Steve Bubanovich are working to make the construction process go as smoothly as possible.

Krapf says all of the contractors will be looking for materials and that much construction at once could put a strain on the quarries. A higher demand with less materials could mean higher prices, and higher prices could put delays on projects.

"For every project we design, we estimate what that project should cost. These estimates are reviewed once bids are accepted for a project to determine if it is a wise use of taxpayer dollars to award a contract," says Krapf. "We don't want high prices to delay work."

Krapf says the answer is to do as much of the work in advance of the 2012 opening as possible but adds that work can't happen too quickly or we'll have aged pavement on one side with brand new lanes on the other.

"The solution we have developed is to resurface the lanes and do some widening in the next few years, and then to do a final layer of resurfacing prior to the grand opening of the four lanes," says Krapf.

The team is hoping that by splitting up the work, it will address the number of projects occurring on the route at one time and lessen the demand for materials all at once.

"We know after the first portion of work, drivers will wonder why some of the route has been improved and other portions have not. In some places it may look like a patchwork because nothing will be done to the existing lanes in areas where we're constructing four new lanes. We want people to know that this will only be the first phase of improvements. All driving lanes should be resurfaced and like new by 2012," says Krapf.



### In This Issue

- page 1 Right-of-Way Update
- page 1 Old Lanes New Again?
- page 2 Public Meeting Re-Cap
- page 2 Holladay Mansion



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# Public Tells MoDOT What It Thinks

One-hundred-and-fifty-nine people attended a public hearing in December to gather input on upcoming Route 67 improvements in Wayne County, and the input MoDOT received from those folks resulted in additional changes to the project.

During the meeting, the project team shared plans for upgrading the route to four lanes and the locations of median crossings.

“We wanted to show residents what we had and simply ask what we needed,” said Project Manager Andy Meyer. “The result was the need for an additional median crossing at County Road 221A, which we are working to add to the project.”

Two sections of the Route 67 four-lane project were discussed during the meeting, including the Greenville bypass and the Silva interchange.



**From the Madison County line to Route 34**—Two additional lanes will be constructed as well as a new four-lane relocation around Silva, a new two-lane relocation of Route 34 west and an interchange at the Route 67/34 intersection.

“With a new four-lane Route 67 intersecting with Route 34 at Silva, the proposed interchange will be a tremendous safety improvement,” said Planning Manager Bill Robison.

Right-of-way purchasing is expected to start in spring 2007. Construction is expected to begin in spring 2008.

**From Route 34 to two miles south of Route F**—Two additional lanes will be constructed as well as a bypass at Greenville and

a new four-lane St. Francis River/Wappapello Lake Bridge. MoDOT is letting a contract in February



for construction of the bridge. Because of the proposed location of the Greenville bypass, MoDOT is working with the City of Greenville and the Department of Natural Resources on relocating the Greenville City Park. Once DNR approves the plan, MoDOT will reimburse the City for the cost of relocation, and then the City can begin building the new facility.

Right-of-way purchasing for this section of the improvements is expected to start in spring 2007.

“The Route 67 four-lane improvements are big projects in Wayne

County,” said Project Manager Tim Richmond. “We are so thankful to the residents for coming to the meeting and sharing their ideas with us. Because of their input, we are able to make changes to the plans that will benefit the folks who will use this route everyday, and we look forward to working with them as we go forth in the project development process.”

During the meeting, several of you reported receiving multiple copies of our publications and meeting notices. If you receive more than one copy of the Route 67 News, please contact us at 1-888-ASK-MODOT (1-888-275-6636) to help us maintain our database.



## History Impacts Route 67: Holladay Mansion Tells Interesting Tale

As MoDOT works to make improvements to Route 67, it must do so with an eye toward progress for the future as well as respect for preserving the past. With many historic sites along the corridor, this can prove to be a challenge, but one the project team is embracing.

Because of the new four-lane improvements, it will be necessary to relocate the entrance to the U.S. Army Corps of Engineers’ campground and recreation facilities at Old Greenville. Construction of the relocated entrance may impact the location of the home of one of Greenville’s earliest entrepreneurs.

“Hiram N. Holladay was the financial genius behind the late 19th century growth of Greenville,” says Senior Historic Preservation Specialist Rusty Weisman. “He built a vertically integrated business empire that included huge tracts of pine forest to which he built railroads that moved the logs from the forests to his sawmills, kilns and planing mills in Williamsville and later Greenville.”

Weisman says there the logs were made into finished lumber, which his railroad then delivered to market in St. Louis.

“By owning or controlling each stage in the lumber production process where value was added, Holladay became rather wealthy,” says Weisman.

Newspaper accounts tell the story of how Holladay met his fate in



May 1899 as a result of multiple gunshot wounds inflicted by his brother-in-law and employee/business partner, Monroe Johnson.

“The details of his death are both scandalous and interesting,” Weisman says. “Mr. Holladay had apparently become ‘unduly intimate’ with Mrs. Johnson, who was also Mrs. Holladay’s sister. Mr. Monroe apparently caught his wife meeting with Holladay and shot him dead.”

The relocated entrance to the campground is near where the Holladay mansion once stood. Weismann says the project team is still trying to refine the design of the entrance in a way that will minimize impacts to the

archaeological remains of historic buildings in Old Greenville.

The photo of the Holladay Mansion above shows in the background some of the other building remains that might be impacted. They include the Greenville Milling Co. flour mill and a home, both owned by Mr. Claude Lee.

“Some may wonder why we strive so hard to preserve sites of buildings no longer present,” says Weisman, “but, it is important that we protect the history of Old Greenville and that our improvements for the future have as little impact as possible on stories from the past.”